



## **TRANS-REGIONAL AIRSPACE AND SUPPORTING ATM SYSTEMS STEERING GROUP**

### **FIRST MEETING**

*(Paris, 2-3 May 2007)*

**Agenda Item 3: Review of currently underway to enhance the ATS route network, using current and future technologies, and the need to plan for a transition towards a performance based navigation system.**

### **ATS ROUTE NETWORK DEVELOPMENT IN THE AIRSPACE OF THE RUSSIAN FEDERATION**

*(Presented by the Russian Federation)*

#### **SUMMARY**

Following the ICAO recommendations and airlines' proposals the Aviation Authority of the Russian Federation carries out a set of on-going activities on ATS route network improvement to make Russian airspace more attractive to users and enhance the quality of air navigation services.

#### **1. Introduction**

1.1. The establishment of the Air Navigation System in the Russian Federation pursues national interests in the sphere of airspace utilization and regulation and is based on the provisions of the ICAO global ATM operational concept and decisions of ICAO Member States regarding the use of ATM advanced technologies, including CNS/ATM systems.

1.2. The Russian Federation provides air navigation services in the airspace of about 26 million sq. km. The length of existing air routes including 379 international routes currently totals 314 975 km with 108 ACCs providing safe ATS services to more than 1 million flights per year.

(3 pages)

## 2. Discussion

2.1. Traffic analysis shows a steady increase in air traffic over the past five years. In 2006 this increase totalled 11.8%. Thus, on the major ATS route systems the increase was:

- Crosspolar - 42, 3%;
- Transpolar – 9, 8%;
- Trans-Eastern – 19,4%
- Trans-Asian – 16,7%
- Asian – 12,9%
- Trans-Siberian – decrease of 11,2%.

2.2. Work is underway on the development of new ATS routes and link-routes to meet traffic growth and airlines requirements. These activities are coordinated within the framework of the meetings held in the ICAO European and North Atlantic Office (The Route Development Group – Eastern Part of the ICAO EUR region (RDGE), meetings with IATA representatives as well as bilateral meetings with Civil Aviation Administrations and ANS providers of the adjacent States. During a four-month period of 2007 twenty-two new international routes have been implemented which allow airline operators to choose more optimal flight trajectories, especially in Moscow FIR.

2.3. Presently considerable attention is paid to establishment of new routes which meet the airlines' needs when performing flights from Southeast Asia, China, India, Pakistan and the United Arab Emirates (UAE) to North America and back. Considering requests from airlines, by the end of 2007 new routes for flights operated by long haul aircraft will have been implemented in the Russian Federation. Along with current Cross-Polar and Trans-East routes both link-routes connecting them and new entry/exit points to/from the airspace of the Russian Federation are being developed and prepared for implementation.

2.4. There are 134 entry/exit points on the boundary between the Russian Federation and its adjacent states at the moment. Starting from 7 June 2007 new routes will be established: one Cross-Polar and three Trans-East. Additionally during the year 2007 following routes will be implemented: one Trans-Polar, four Cross-Polar, seven Trans-East, two Trans-Asian and two Asian ATS Routes. It should be noted that this activity requires coordinated efforts of aviation authorities of the adjacent States in cooperation with ANS providers.

2.5. With a view of the forthcoming 2008 Olympics in the People's Republic of China an increase of air traffic is forecast. In the framework of international cooperation there is a possibility to stimulate activity in finding an optimal solution of the capacity issue.

2.6. When performing flights over the Arctic Ocean a problem of air traffic flow management arises. The Russian Federation is open for a constructive dialogue with its colleagues from Canada and the US to consider procedures related to slot-time reduction from 20 to 10 minutes, which will allow to optimize air traffic flows and increase capacity of ATC Centres.

### **3. Conclusions**

3.1 The Meeting is invited to note the information presented in the working paper and include its basic provisions into a final document.

3.2 Establishment of the new ATS Routes will improve the route network of the Russian Federation considerably as well as air traffic management and allow to increase safety taking into account the application of Reduced Vertical Separation Minima (RVSM) in the adjacent States.

3.3 Considering activity being performed in relation to development and improvement of the route network airlines will be able to choose more optimized routes, which will result in traffic increase in the airspace of the Russian Federation and enhancement of air navigation service quality.

### **4. Action by the Meeting**

4.1 The Meeting is invited to:

- a) note the information contained in this paper;
- b) recognize the need for joint efforts of the States in increasing capacity of the airspace with the air navigation service provided in the light of the 2008 Olympics.

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